

## Patent Claims

1. A method of operating a brake assistant system which comprises a first mode of operation in which the brake assist system is not actuated, a second mode of operation in which after recognition of an emergency brake situation a pressure build-up of wheel brakes is generated, and a third mode of operation which is provided for the transition from the second into the first mode of operation, the wheel brake pressure ( $p_{\text{wheel}}$ ) in the third mode of operation being excessively elevated compared to the tandem master cylinder pressure ( $p_{\text{TMZ}}$ ) in a remote-controlled way, **characterized in that** the amount of excess elevation is monotonously diminished in the course of time.
2. A method according to claim 1, **characterized in that** the excess elevation depends on the driving situation and/or the input of a vehicle driver via the brake pedal.
3. A method according to claim 2, **characterized in that** the rate at which the excess elevation is diminished is the greater the greater the time duration and/or the intensity of a diminution of pedal force by the driver is.
4. A method according to claim 3, **characterized in that** for the recognition of whether and/or by which amount the driver diminishes the pedal force, a counter device is used.
5. A method according to one of the preceding claims, **characterized in that** the momentary value of the wheel brake pressure ( $p_{\text{WHEEL}}$ ) substantially results from a multiplication of a momentary value of a time-dependent excess elevation function ( $K(t)$ ) and the momentary value of the tandem master cylinder pressure ( $p_{\text{TMC}}$ ).

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B2

add  
e4

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